



Bicycle & Pedestrian Subcommittee
Of The Transportation Safety & Advisory Commission
City of Harrisonburg, Virginia

TO: Bicycle & Pedestrian Subcommittee Members

FROM: Thanh Dang, Public Works Planner

DATE: March 18, 2015

RE: Bicycle & Pedestrian Subcommittee Agenda for Monday March 23, 2015

The Bicycle & Pedestrian Subcommittee is scheduled for Monday March 23, 2015 at 6:00pm in City Council Chambers at 409 South Main Street, Harrisonburg. Meetings are open to the public.

Welcome

Public comments, limited to 5 minutes each.

Business

- 1. Bicycle & Pedestrian Plan Discussion – Thanh Dang**
- 2. Bike Lane Conflicts at Intersections – Thanh Dang**
- 3. 2015 Paving Schedule Discussion (Attachment A) – Thanh Dang**
- 4. Complete Streets Policy Development Update – Elise Barrella**
- 5. Bicycle Comfort Map Update – Brad Reed**
- 6. Updates on projects under design/construction (Attachment B) – Thanh Dang**
- 7. Open Discussion**

Announcements

- 8. Bike Month Planning, <http://svbcoalition.org/bike-month/> – Carl Droms**

9. **Harrisonburg-Rockingham Metropolitan Planning Organization I-81 Exits 245 and 247 Interchange Alternatives Analysis Study: Public Meeting: March 26 5:30pm-7:30pm at Rockingham County Administrative Offices.** Contact: Kevin McDermott, kevin@cspdc.org, <http://www.harrisonburgva.gov/interchange-study>. – *Thanh Dang*

Next Meeting: Monday May 18, 2015 at 6pm (note 3rd Monday of May)

Adjourn

ATTACHMENT A: 2015 Paving Schedule

*The considerations provided below are preliminary and were developed by Public Works Transportation Planning Division staff. These considerations have not been vetted by City Administration and are provided to the Subcommittee to facilitate discussion and input. Comments received will be shared with the Public Works Department.

Planned Paving for 2015

Street Name	To/ From	PW Transportation Planning Division Considerations*
Evelyn Byrd Ave	University Blvd to Reservoir St	No change
University Blvd	E Market St to Reservoir St	No change
Port Republic Rd	JMU Entrance to Forest Hills	No change
	Westbound Approach @ Forest Hills	No change
Hunters Rd	Port Republic Rd to cul-de-sac	Paint edge line for parked cars (similar to Central Avenue)
N & S Main St	Grattan St to Elizabeth St	No change
S Main St	Truck Stop Entrance to SCL	No change
Virginia Ave	5 th St to Mt Clinton Pike	In general, no change. Staff is evaluating potential improvements for markings for southbound transition from 2 to 1 lane between Edom Rd to 5 th St
Mason St	E Market St to MLK	Install sharrows ¹ (Note: Future bump outs at corners)
Blue Ridge Dr	Robin Ct to Old Furnace Rd	No change
Bluestone Hills Dr	Chestnut Ridge Dr to Crystal	No change
Collicello St	Gay St to 5 th St	No change
S Dogwood Dr	Westover Park Entrance to Maryland Ave	Remove sharrows ¹
N Dogwood Dr	W Market St to 2 nd St	Remove sharrows ¹
Butler St	Entire length	No change
Wolfe St	Old Furnace Rd to Sterling St	No change
College Ave	Mt. Clinton Pike to Shenandoah Ave	No change
Stoneleigh Dr	W Market St to Evergreen	No change
Parklawn Dr	Stoneleigh to House #1730	No change
Fox Ln	Stoneleigh to Parklawn	No change
Evergreen Dr	Stoneleigh to Parklawn	No change
Ott St	Paul to dead end	No change
Peoples Dr	Covenant Dr to Kaylor Dr	No change

Proposed Additions to 2015 Paving Schedule (dependent upon funding availability)

Street Name	To/ From	PW Transportation Planning Division Considerations*
Deyerle Ave	University Blvd to Neff Ave	Add bike lanes
	Neff Ave to Bluestone Hills Dr	Add bike lanes from Neff Ave to Lucy Dr. No change from Lucy Dr to Bluestone Hills Dr
Mt. Clinton Pike	N Main St to Liberty St	No change
N Main St	Elizabeth St to Noll Dr	Add sharrows from Elizabeth St to Wolfe St/ Rock St. Add bike lane from Wolfe St/ Rock St to Noll Dr.
South Ave	S High St to dead end (to west)	Remove sharrows ¹
Nelson Dr	Port Republic Rd to cul de sac	No change
N Willow St	Green St to 3 rd St	No change
Emerald Dr	Deyerle Ave to cul de sac	No change
College Ave	Shenandoah St to Greystone St	Remove sharrows ¹
Central Ave	Shenandoah St to Greystone St	No change
Circle Dr	Sunrise Ave to S Dogwood Dr	No change
Forest Hills Rd	Port Republic Rd to Oak Hill Dr	No change

¹**Sharrows.** The following pages includes an excerpt from the 2011 Virginia Supplement to the Manual on Uniform Traffic Control Devices (MUTCD). The Virginia Supplement and links to the Federal Highway Administration's MUTCD can be found at http://www.virginiadot.org/business/virginia_mutcd_supplement.asp. With regard to the City's 2015 paving schedule, staff recommends the installation of sharrows on Mason St. Staff recommends sharrows not be re-installed on College Avenue, South Ave, S Dogwood Dr, and N Dogwood Dr. It is staff's opinion that these sharrows were inappropriately applied in 2010/2011 following the adoption of the last Bicycle & Pedestrian Plan, which was adopted during a time when the use and application of sharrows was a relatively new nationwide. For wayfinding purposes, staff recommends developing a wayfinding signage program for bicyclists. The bicycle comfort map will assist with the development of the wayfinding program.

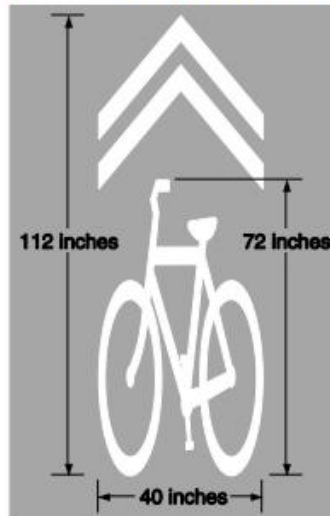
Section 9C.07 Shared Lane Marking



Option:

- 01 When determined to be an appropriate use, the Shared Lane Marking shown in Figure 9C-9 may be used to address defined safety issues. Specifically, they may be used as follows:

Figure 9C-9. Shared Lane Marking



- A. To assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
- B. To assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- C. To alert road users of the lateral location bicyclists are likely to occupy within the traveled way,

- D. To encourage safe passing of bicyclists by motorists,
- E. To reduce the incidence of wrong-way bicycling, where it is routinely observed,
- F. To indicate more appropriate positioning away from the curb or the edge of the traveled way on wide outside lanes,
- G. At multi-lane intersections where there is insufficient width to provide a bicycle lane, and conflicts make it desirable to indicate proper positioning,
- H. On steep downgrades where bicycle speeds are high and parking is present, since bicyclists may choose not to use a bike lane when traveling at high speeds adjacent to parked vehicles,
- I. Where a bike lane ends and the roadway continues with a posted speed of 35 mph or less, or
- J. In short segments between intermittent segments of bike lanes.

Guidance:

- 02 *The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.*

Standard:



- 03 **Shared Lane Markings shall not be used:**

- A. On shoulders or in designated bicycle lanes,
- B. To provide wayfinding guidance to bicyclists,
- C. On a shared-use path or other facility where motor vehicle traffic is prohibited,
- D. As a substitute for bicycle lanes where roadway geometric conditions permit bicycle lanes to be marked, or
- E. In an exclusive turn lane.

Option:

- 04 Shared Lane Markings approaching an intersection may be used in the right most through-lane next to an exclusive right turn lane to accommodate daily bicycle through movements when there is a designated on-road bicycle lane on the receiving/far side of the intersection to receive the bicycles from the right most through lane.

Guidance:

- 05 *In order to prevent overuse of the Shared Lane Markings, judgment should be applied that takes into account daily bicycle volumes, daily vehicle volumes, and bicycle-vehicle conflicts; or a documented safety issue.*
- 06 *If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb. The parking lane width should be considered and the Shared Lane Marking adjusted accordingly.*
- 07 *If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.*
- 08 *If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.*

ATTACHMENT B: Updates on projects under design

General information is also available at: <http://www.harrisonburgva.gov/transportation-projects>.

PROJECTS UNDER CONSTRUCTION, OR SOON TO START CONSTRUCTION

- **New Pedestrian Signals and Crosswalks at Main Street & Mosby Road and Main Street & Pleasant Hill Road.**
 - UPDATE: Signal work for project completed. Public Works crews are working on ADA ramps. After ramps are completed, thermoplastic crosswalks will be installed and pedestrian signals will be in operation.
- **Carlton Street and Reservoir Street Roundabout** – This project is being funded by a combination of VDOT Revenue Sharing Funds and local funds. A roundabout at this location will improve intersection safety for motorists and pedestrians. More information: <http://www.harrisonburgva.gov/carlton-street>
 - UPDATE: Construction for this project has been awarded and will begin this Spring 2015.
- **Safe Routes to School Stone Spring ES** – Funded by Virginia Department of Transportation's Safe Routes to School Infrastructure Grant, this project will construct new sidewalks on the east side of Peach Grove Avenue between King Edwards Way to Decca Drive, install a new traffic signal at the intersection of Peach Grove Avenue and Stone Spring ES entrance, and include some additional sidewalk work on school property. Grant funds: \$292,000.
 - UPDATE: Project construction to be bided in April 2015. Project construction to start Summer 2015.
- **Thomas Harrison Middle School to Wyndham Drive** - In August 2014, community members and city staff worked together to delineate the 10-ft wide right of way between 1022 and 1032 Wyndham Drive, and get support of adjacent property owners.
 - UPDATE: The 10-ft wide area is being used by students to get from the neighborhood and the school. City forces to install 5-6 ft path in Spring 2015. Waiting for asphalt plants to open.
- **Reservoir Street Project** – Widen Reservoir Street to sections of 5-lane facility and 4-lane facility with median. Project will include sidewalks on both sides and bike lanes. <http://www.reservoirstreet.org/>
 - UPDATE: Engineering design and right-of-way continues. Utility relocations underway. Anticipate going to bid in 2015.

PROJECTS UNDER DESIGN/ PLANNING

- **Cale Trail – Westover Park, West Market Street, & Thomas Harrison Middle School** – Shared use path to connect Thomas Harrison Middle School and Westover Park through the former Cale property that was donated to the City by Dr. William Cale and Mrs. Susan Cale.
 - UPDATE: The Cales attorney and the City Attorney are working on finalizing the deed for land donation. There is currently no city funding available for construction of the path. City staff will work with community members to explore other opportunities.

- **Country Club Road Sidewalk** – In early 2014, citizens requested that new sidewalk be constructed on Country Club Road. City Council approved funding for sidewalks to be placed on the south/ west side of Country Club Road between Spotswood Mobile Home Park and Linda Lane.
 - UPDATE: Right-of-way from adjacent property owners is required in order to construct new sidewalks along Country Club Road. City staff has been trying to work with adjacent property owners. No construction schedule available at this time.

- **Mt. Clinton Pike Road Improvement Project (includes Roundabout and Northend Greenway)** – City is working on road improvement design on Mt. Clinton Pike between Park Road to Virginia Avenue (Route 42). This project will include the construction of a shared use path along Mt. Clinton Pike that will tie into the Northend Greenway. This project is being funded by a combination of VDOT Revenue Sharing Funds and local funds.
 - UPDATE: Design is currently underway and project is being coordinated with Eastern Mennonite University and adjacent property owners. A public input meeting is anticipated in May 2015/ TBD.

- **Northend Greenway Phase I** – This project involves the design and construction of a shared use path between the intersection of Mt. Clinton Pike and Virginia Avenue (Route 42) to Suter Street (near Liberty Street). This project is being funded by a combination of VDOT Revenue Sharing Funds and local funds. No schedule for future phases.
 - <http://www.harrisonburgva.gov/northend-greenway>
 - UPDATE: The City has awarded Vanasse Hangen Brustlin (VHB) to assist with engineering services for the Northend Greenway Phase 1. Project construction anticipated to begin in 2016.